

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 2 March 1953

SUBJECT Coal Stocks, Backlog of Loaded Cars and Park
of Operational Railroad Cars of the East German Railroads

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This is UNEVALUATED Information

25 YEAR RE-REVIEW

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1. Coal stocks and consumption of coal for operations use (in metric tons):

	Date	Hard Coal	Raw Brown Coal	Brown Coal Briquettes	Coke	Brown Coal Dust
Total	27 November	96,218	12,511	71,167	2,091	1,010
Stocks	28 "	96,652	12,685	70,778	2,089	879
	29 ")					
	30 ")	95,223	12,569	64,375	2,039	757
	1 December	94,438	13,017	62,932	2,076	947
	2 "	93,260	12,789	62,466	2,032	723
Daily	27 November	3,038	1,312	18,573	26	464
Consump-		(2,954)	(89)	(16,465)	(-)	(464)
tion	28 "	3,168	1,505	18,433	3	334
		(3,001)	(72)	(16,517)	(-)	(334)
	29 ")	6,299	2,426	37,369	86	738
	30 ")	(6,172)	(116)	(33,407)	(-)	(708)
	1 December	3,416	1,281	18,938	30	347
		(3,222)	(58)	(16,881)	(-)	(347)
	2 "	3,471	1,431	18,128	44	318
		(3,326)	(61)	(16,468)	(-)	(318)

Note: The figures in parentheses refer to the coal consumed by locomotives.

2. Backlog of loaded cars:

Date	Poland and U.S.S.R.	Baltic Sea Ports	Interzonal Traffic		Total
27 November	215	23	1,274	81	1,593
28 "	241	30	1,277	115	1,663
29 "	299	26	2,577	130	3,032
30 "	223	15	1,386	139	1,763
1 December	909	29	780	135	1,853
2 "	819	53	775	141	1,818

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3. Park of damaged railroad cars:

27 November	9,611 cars
28 "	9,786 "
29 "	9,557 "
30 "	9,557 "
1 December	10,120 "
2 "	9,631 "

4. Park of operational railroad cars:

27 November	97,925 cars
28 "	98,502 "
29 "	97,191 "
30 "	97,380 "
1 December	97,760 "
2 "	98,039 "

Comment. As compared with the last reported status of 26 November 1952, coal stocks continued to decrease by 11,751 tons, including 3,688 tons of hard coal, to a total of 171,270 tons. According to the present daily coal consumption quota of 21,100 tons, this quantity represented about 8.1 days' requirements. The backlog of undispatched railroad cars continued to be very high, while the number of damaged railroad cars decreased slightly. The number of operational cars continued to increase, probably in connection with the return of former German freight cars from the U.S.S.R.

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